THE MINNESOTA HORROR.

An Insane Man Marders his Wife and Four Children Statement of the Marderer.
THE EVENING TELEGRAPH has already published the announcement of this fearful tragedy. The St. Paul (Minn.) papers of last Thursday

contain the following additional particulars of the Gray tragedy at Oakdale: Upon entering the dwelling (on the outskirts of the city) a shocking scene met the eye. In the back part of the room are two beds, one on each side. That on the right was occupied by the father, mother, and a little girl; the one to the left, directly in front of the door, by the other children. The pillows of the latter were saturated with blood, and the bed was so tumbled as to indicate a considerable struggle. The other bed was no more disarranged than naturally in the

morning. Upon the floor between the beds and the door lay the murdered children, placed in a row, the largest nearest the foot of the beds, and smallest, a sweet, mild girl, between two and three years of age, nearest the door. Each one of them had their throats cut so thoroughly as to almost sever their heads from their bodies. These wounds were of the most horrible description. They were at least three or four inches in width and extended clear across from ear to ear. Besides the gashes in the throat, there was an ugly one on the lower left jaw of Maggie's (the oldest girl's) face. The horrible gashes were given while the father was kneeling upon the breasts of his children, with the blade of an axe in his bands, jamming the same down on their throats. This accounts for the gash in Maggie's left jaw, as well as for the depth of the wounds in the throats of his victims. The blow of the axe that killed the little girl went through the

bones of the breast and neck, so that one could

look under the breast and neck, so that one count look under the breast boue.

In the granary lay the corpse of the wife and mother. This is an old shell of a building, entirely empty—a desolate and lonesome place.

Mrs. Gray lay with her feet to the door and her face to the floor, in a puddle of blood, with her left arm extended parallel to the body. The only clothing she had on was a coarse cotton night-dress, a short rough coat belonging to her night-dress, a short rough coat belonging to her husband, which she had evidently put on to pro-tect her from the cold morning air, while she accompanied her husband to the barnyard, and a pair of coarse shoes, which in her haste she had left untied. She was a middle-sized woman, with a pleasant countenance, and about forty years of age. Her night-dress was open in front, and upon her breast and other parts of the body were six or seven wounds her husband had given her with a carving-kuife. Through one of them her intestines protruded. Her throat was also cut from ear to ear, and her face and the front part of her body was covered with blood, presenting

an indescribably revolting sight. The manner of her death is fully explained by the statement of the prisoner, which may be found below.

The reporter of the St. Paul Pioneer visited the cell of the ill-fated prisoner, and took down his statement, as follows:—"I had not felt well for several days, and Tuesday night I was uncast, when the cows that was about easy about one of the cows that was about coming in, and was up and down several times to look after her. Just before daylight I went-out, and my wife went with me. On arriving at the yard I found she had a calf, but it was dead. and another sick; I thought it would die." (This existed only in his disordered mind, as no dead calf or sick cow was on the premises yesterday.)
"When I found this I thought I was coming to
poverty; that I was sick and would die soon, and my family be left destitute. I thought it would be better to send them to heaven at once. I took the grabbing hoe and struck my wife on the head with it. This did not kill her, and she screamed terribly. I then stabbed her seven times, and she was dead. I took her up and carried her to the grain-house and laid her down on the floor, sereams had awakened the children, and Maggie came to the door. I had a hard time killing her." (Here he stopped for a time.) record. I then took the axe and placed the other children down on the floor, and put my knee on their breasts, and took the head of the (describing the action, holding the axe by both hands and chopping down) "and cut their throats and almost cut their heads off. I then put them side by side on the floor, and got a rope and tried to hang myself, but couldn't

succeed. This was the substance of his story, but it was mixed up with other matter about it being a bloody murder; that they were in heaven, and he was going to hell, and that he wanted to be hung. He said he did not know them, and was sorry he had done it, etc.

A special from St, Paul, Minnesota, to the Chicago Times, gives full particulars of the murder of his wife and four children by John B. Gray, at Oakdale township, Washington county, Minnesota, on the 7th inst. The murderer is a farmer, and was laboring under a fit of insanity at the time he committed the deed. Gray is a man about forty years of age, and a native of Harrisburg, Pennsylvania. His wife Alice, formerly Fairley, was thirty-eight years of age. They were married at Hastings, eleven years ago. The children were two boys and two girls, follows:-Margaret, aged nearly ten; James, aged eight; David, aged five; and Nellie Jane, aged three. In 1855, when living in Harrisburg, Gray took a severe cold, which set-tled in his head, producing almost entire deaf-

His disposition, previous to this, was emi-nently social, and he was very fond of company and proud of his personal appearance. sudden infirmity seems to have weighed heavily upon his spirits. He became at times morbidly moody and low spirited. He consulted the most eminent physicians in Harrisburg, St. Louis, and other cities, in hopes of obtaining relief, and ac his hopes gave out his disposition seemed to undergo a change. His deafness preyed upon his mind and affected his health, but up to a short time ago no fears were entertained of his sainty For three or four days before committing the deed he had been unusually low spirited, and on Monday last his brother Maxwell had accompanied him to St. Paul and got some medicine from Mr. Willey. Tuesday, however, he felt much more cheerful, and was busily employed during the whole day in cutting wood.

THE ALABAMA TREATY.

Robert J. Walker Condemns it.

Writes a gentleman from Washington:-There is no disguising the fact that notwithstanding the surface calm in official circles here regarding this subject, there is great anxiety to learn the probable course of the new adminis-tration regarding this and all questions relating to its foreign policy, and every indication is closely watched, and its bearings carefully weighed. The general views which President Grant and Senator Summer are believed to hold concerning the extent of England's debt on account of the ravages of her pirates are creating a deep impression in diplomatic circles. An extract from a letter written by the Hon. Robert J Walker to a friend a few weeks since, and which pnears here to-day, is also attracting attention in the same quarters. It is as follows:

"My opinion is most unfavorable to the treaty for the settlement of the Alabama claims. I was in England at the date of the furtive departure of the Alabama from Liverpool, and was charged by our Government with special duties on the subject. The treaty provides for less than a utileth part of the damages sustained by our citizens and Government on account of the depredations of British cruiteers. Yet, while so small a part of our claim is submitted to arbitrament, all the rest are forever barred by the to arbitrament, all the rest are forever barred by the treaty. Now, all our claims must be submitted or none. This is no technical case, to be submitted or special pleas and demurrer, but a great question between nations, and to be decided on no formal grounds but on the principles of justice and interpartous law. It Kogistid is responsible the and in-

FIRST EDITION ages occasioned by her cruisers to our citizens, she is responsible for like injuries inflicted by such cruisers on our commerce, tonnage, and revenue, the cruisers on our commerce, tonnage, and revenue, the cruisers on our commerce tonnage, and revenue, the cruisers on our commerce tonnage and revenue, the

tion of the war. There are but three modes of settling these questions:—

"1. By war, which, it is hoped, may be avoided.

"2. By submitting all the claims, as well of our
Government as citizens, to fair arbitrament.

"3. By the recognition by England of the independence of all the British North American Colonies, and
permitting them, as independent States, to seek such
alliances as they may desire.

"There is nothing in this last suggestion humiliating to England, and it is only what she will have to
do secner or later."

The method processed in the paragraph num-

The method proposed in the paragraph num-bered three is beginning to be earnestly con-sidered by many in Congress and in executive

HUDSON'S BAY COMPANY.

The End of the Great Monopoly. The Atlantic cable announced on Saturday that the Hudson's Bay Company had agreed to surrender its franchises to the British crown on the terms proposed, substantially as follows:

First, a payment in cash of £300,000; secondly,

reservation of one-twentieth of the land which may be brought into colonization; and, lastly, amunity from exceptional taxation, and liberty to continue their operations as a trading body.

The London Saturday Review contains

lengthy article on the subject of the company and previous negotiations for the surrender of its franchises, from which we extract the fol-

The Hudson's Bay Company is the last of the great territorial monopolies which were so lavishly created at an early stage of our colonial history. It has be-come a monstrous anachronism, and must as cer-tainly be improved, if not off the face of the earth, at any rate, off the face of all reclaimable land, as the native tribes whose hunting-grounds it has appro-

priated.

That a fur-trading company should be allowed to keep about a third of the territories of the Crown in North America a perpetual wilderness for the breeding of wild animals, is too preposterous a demand for even the Hudson's Bay shareholders to make. The Dominion of Canada (together with the outlying colonies of Newfoundland, Prince Edward Island, and Columbis, which it must shortly absorb) includes nearly, though not quite, the whole of the settled and a great deal of the unsettled area of British North America.

Reyond this lie two great districts—Rupert's Land, which is, or is claimed to be, the property of the Hudson's Bay Company, and is about as large as Europe, and the undefined Northwest territory which stretches to the Arctic Ocean. This last is at present a barren waste, and the greater part of Ru-

present a barren waste, and the greater part of Rupert's Land is still of no value except as a hunting ground. But in the very line across which the Do minion Road must ultimately pass from Canada to Columbia lies the so-called Fertile Belt, including the Red River Settlement, which, if not soon connected with the Dominion, will assuredly be absorbed by intruders from the States. Whether this Fertile Belt belongs to Canada or the company has fertile Beit belongs to Canada or the company has long been matter of dispute. The Canadians contend that, even if the original charter is not forfeited by breach of an implied duty to promote colonization, this region was never included in its terms; and they insist that it always was part of Canada, that it did not belong to the Crown when the charter of the company was granted, that it was excluded from the grant under the exception of land "possessed by the subjects of any other Christian Prince," and that it only became English territory by cession from France long after other Christian Prince," and that it only became English territory by cession from France long after the rights of the company, whatever they were, had been acquired. Against this contention the Hudson's Bay Company have little to say, except that they have established five trading posts at various points in the disputed territory, and that they are prepared to defend their title whenever it may be assailed in a court of law. That they would succeed in maintaining the validity of a charter whitch, however improvident, has been recognized again and again by the Government of this country, we have little doubt; but their prospects of proving that the Fertile Belt is included within their boundaries seem to us extremely small. If it is not comprised in the terms of the charter it would be absurd to suppose that the sort of possession implied from its user as a that the sort of possession implied from its user as a hunting-ground could be of any avail against the Crown, even if it were worth anything against a private owner. However, if the company and the Canadians are wise enough to accept the terms of com-promise now proposed this question will never be raised. If they decline we may expect soon to see ncement of the most gigantic ejectment

suit ever tried in any country.

Like many other charters of the same period, that of the Hudson's Bay Company granted, not only territory, but a certain measure of sovereignty, which has been exercised with judgment in preserving peaceable relations with the native tribes, and maintaining order in the hunting and fur-trading settle-ments. But for all other purposes the government of the company has been a blank. Though they have constantly professed a desire to yield up any land which was suited for colonizition, and have invited the Government to resume the direct administration of such districts, it was impossible for a furtrading company really to promote the colonization which must, in the end, destroy their traffic. Neither would it be possible or fair to expect the Govern-ment, either of this country or of Canada, to under-take the duties of administration without having the waste lands, or at least the bulk of them, at their own disposal; and the suggestions of this kind which from time to time have been offered by the company may be dismissed as little more than rhetorical artifices for supporting a case which they, like every

one else, knew to be one for compensation only.

A similar and equally plausible artifice was tried by
the Canadian Tovernment. The Dominion act auhorized the Crown to consent to the incorporation of Rupert's Land with the Dominion on suitable terms and conditions. The Ottawa Parliament accordingly and conditions. The Ottawa Pariament accordingly requested that this might be done, on condition that the legal rights of any corporation or individua within the territory should be respected, and in terms this is of course all that the Hudson's Bay or any other company could insist upon. But the working of such a condition would be to leave the company tractically believes. practically helpless. The Canadian Government would at once appropriate the debatable Fertile Belt, and deny the right of the company to compen-sation, and nothing would be left to the shareholders out a litigation in Canadian courts against a Govern ment already in possession and strongly committed

o an adverse view. to an adverse view.

The Imperial Government rightly rejected both of these counter proposals, until a settlement by negotiation should have been tried, and, failing that, a legal decision obtained fixing the boundaries of the Universe Box tendings.

udson's Bay territory. President Grant Disgusted.

The President is becoming disgusted with the mischievous tattle and frivolous allegations that are trumped up by rival aspirants and retailed to the Senate committees, in order to defeat the confirmation of the persons whom he has seen it to nominate for the most important offices, Scarcely any one is spared from this terrible or-No matter how clear from blemish one's reputation has been hitherto, or what places of public trust he may have faithfully filled, let his name but be sent to the Senate, and the whole pack of rivals is at once in full cry to the Senate to defeat his confirmation. Gossip, inuendo, family relationship, defamation, and false accusations are unsparingly used to accomplish the desired end. All such means, however, are pretty certain to react upon their inventors and authors; for it is well under stood that General Grant has arrived at the determination that he will in no case, where the defeat is thus assured, allow it to result to immediate benefit of the defamers. He wisely concludes that such a course is necessary to correct this alarming and rapidly growing political evil.

Napoleon and Grant.

No one who has access to the Emperor, who has any means of knowing about General Grant, can doubt the Emperor's interest in the distinguished gentleman now at the head of the United States Government. He places General Grant in the fore front of great soldiers. He regards him as one of the ablest men of the day. Those who have the best opportunities to judge, say that the Emperor regrets the position h took in regard to our civil war. He will be among the first to put himself right with the incoming administration, and restore, if it may be the ancient cordiality. One of the most em of the Emperor's ministers said to Mr. Burlingame the other day: "I am astonished at your new President: his ability to keep his own secrets is wonderful. He is the most remarkable specimen of American production in a nation of speakers. General Grant is the silent man of the Burner award to our, the British Minister, the

pressed himself in very much the same terms. As never before, all Europe waits for the dawn of to-morrow, when the vibrations of the Atlantic cable will bring us the Inaugural and the Cabinet .- Paris Cor. Boston Journal.

MARINE DISASTER.

Burning of the Steamer Thames Off the North Carolina Coast. A brief telegraphic despatch to this journal on Saturday, the 4th, announced the burning of the propeller Thames, about fifteen miles off CapeHat-

eras. These are these particulars as narrated by a passenger:

The Thames left the port of New York on Sunday last, bound for Galveston, Texas, having on board four passengers and a crew of twenty-one persons. We experienced tolerably fair

weather until the evening of Monday, when a sharp breeze set in, but with no serious violence. About half-past I o'clock on Tuesday morning the alarm of "fire" was given and smoke and flames were found proceeding from between decks, just aft of the engine. The fire spread with such frightful rapidity that all hands were

At the time the fire was discovered the Hat-teras' light bore directly west, about twenty miles distant, and Captain Pennington at once gave orders to put the ship about, with a view of running in ror the shere. Efforts were then made to extinguish the fire, and the bulkheads were knocked in with that object, the entire hold was found to be in flames, and it was evident that the ship would be destroyed. She carried hay as cargo between decks, and this furnished abundant fuel for the fire, burning with great fury. Fortunately, the wind was off shore, and in order to keep the flames aft as much as possible, Captain Pennington took the precaution to save three boats from the daylts aft and remove them forward, and headed the ship for shore, but, being driven from the pilot-house by the flames, the vessel became unmanageable. Orders were given at this juncture to launch the boats, and two of the lifeboats were floated successfully. A third boat, a metallic lifeboat, at the starboard quarter, was found to be partially melted by the heat of the flames. The two lifeboats were manned—one under command of the second mate, containing nine persons, including the stewardess, Mis Taylor, and myself; the other, commanded by thytor, and myself; the other, commanded by the captain, took on board ten persons, includ-ing a lady passenger, Mrs. A. Marting, a resi-dent of Savannah, and two male passengers. A third boat, called a "Whitehall" boat, was

also launched, and five men embarked in her-George Drasse, the cook; John Clethron and Charles Mason, waiters; one seaman and a coalpasser, whose names I do not know. At this time it was quite dark, the ship was in the trough of the sea, which was rolling rather heavily, and a strong wind was blowing off shore. The vessel was now about fifteen miles from land, the lighthouse bearing about westsouthwest. We had no fresh water or provisions in the boats and very little clothing, as the fire burned so furiously that we were compelled to leave the steamer as quickly as possible, without making any attempt to save our personal effects

As soon as the condition of affairs on board was ascertained Captain Pennington took his post at the wheel and gave his orders from that position, he being also the last man to leave the ship. In fact, his hair was burned as he was coming down the ropes over the ship's side. The two first named boats were headed for the light on shore, that being the only guide to steer by, as we could not see the land. We parted from the steamer about half an hour after the fire had broken out, and she was then almost a mass of flames, the fire having burst up through the hatchways, and the smokestack had already fallen. In about half an hour from the time we left her the small boat, having the five men on board, passed us, heading directly, as we thought, for the Hatteras light, and that was the last we saw of her. We have heard nothing from her since.

The propeller, after burning for about four hours, sunk in sixteen fathoms of water, being by that time consumed nearly to the water The boat I was in landed on Hatteras banks, about seven miles north of the light house, after near eight hours' hard rowing. location, I understand, was Chicamicomico Beach, twelve miles north of Hatteras alet, between Pamlico Sound and the Atlantic We had considerable difficulty in getting ashore on account of the neavy surf. The captain's boat landed about half an hour afterwards at the

ame place. We were treated very badly by the few inhabitants who live in that locality, and who are mostly fishermen. They demanded compensation for every comfort afforded us, and to realize the money wherewith to pay them we were obliged to sell them our boats, which they pur chased from us at \$12.50 each—their own price although they were worth very much more. remained with them on Tuesday night, and they boarded us on corn meal, salt pork, and water charging us \$24 for the accommodations furnished to our party. Their beds were, of course, any-thing but downy, clean, or comfortable, our wearing apparel being the major part of the bed

Next morning we paid them \$15 additional for the use of a little oyster boat, and left them, going by way of Pamlico and Albemarle Sounds to Elizabeth City, N. C. We were nearly thirtysix hours on board the oyster boat, having on our way run aground on the Roanoke marshes While fast we hailed a schooner for relief, asking them to send us a boat to help us off lightering our load, but the schooner made sail and left us, although we told them we had been wrecked. On Thursday morning some fishermen out off from a little hamlet in the vicinity to our dd and got us off the marsh. They also gave us breakfast, and we started on for Elizabeth. hamlet referred to, I think, is called Eldridge's

arrived at Elizabeth on Thursday night at 10 o'clock, and were very well treated there, the proprietor of the hotel affording us every comfort, and declining payment upon learning our de-titute condition. On Friday morning we left for Norfolk on board the steamer Elizabeth City, going by way of the Dismal Swamp Canal. The captain of the steamer was exceedingly kind and courteous towards us, and did all in his power to relieve our necessities. About a o'clock yesterday (Friday) afternoon we reached Norfolk, and there we parted company, a por-tion of the passengers and crew coming on to New York, and the remainder awaiting some

means or opportunity of doing likewise. While we were the guests of the fisherman on "the shoals"—the fisherman who treated us so badly—we sent a man down to the lighthouse to inquire if they had seen anything of the small boat or her crew, but no information regarding them could be obtained, and the messenger was told they had not landed there or in that neighborhood. Afterwards we saw a schooner some distance off shore, with a man aloft, apparently on the "look-out." We also observed a larger number of men on her deck than it is probable he would carry as a crew, and thought that, perhaps, they were the missing boat's crew, and that they had suggested the sending of the men aloft to look out for us, not knowing of our safety: or it might have been that the people at the lighthouse had signalled to the schooner that a vessel had been burned the night before, and that they had, in consequence, instituted a search

for survivors. The officers saved were the following named persons:—First mate, Ward Eldred; second mate; H. C. Graham; chief engineer, Isaac Fuhr; first assistant engineer, John Lardner; second assistant engineer, Thomas Davis; steward, E. W. Wifford; stewardess, Miss E. Taylor; second cook, A. Knowles. Captain Pennington fears that the party in the third boat are lost, as it was quite small, not calculated to stand the heavy surf through which it had to pass to reach the beach, and they were heading for the most dangerous part. Nothing is known of the origin of the fire-

CRIME.

Operations of Thieves on the Line of the Great New York Railroad.

New York Railroad.

The Syracuse, N. Y., Courier has the following particulars of the arrest of the New York Central freight car thieves:

Over a week ago we recorded the robbery of freight cars on the New York Central Railroad, between Utica and this city, and the manner in which the thieves secured the booty. The officers of the company warms that the first state of the company warms to the first state of the company warms. cers of the company were untiring in their efforts to secure the thieves, and at last have succeeded to secure the thieves, and at last have succeeded in bringing the guilty parties before the courts, where it is expected justice will be meted out to them. The prrites were arrested last Friday night at Utica. Their names are Andrew Fay, seventeen years old; John Baker, seventeen; Samuel Hickerby, sixteen, and Peter Thaien, seventeen—all hardened in crime for their age, and well steeped in iniquity. They are all residents of Utica. These boys claimed that an engineer named William F. Ferry, at work in Wornick & Brown's tobacco establishment, made the tools with which they entered the cars and broke open the boxes, and instructed them how to use the same. Two of the feilows have already been in the Penitentiary and one in the House of Refuge. One of the boys first told the engineer's doings and then all confessed the same. Ferry was arrested at his house last Friday night, after he had retired to bed. He Friday night, after he had retired to bed. He denied all knowledge of the theft, but his house was searched and hats, shoes, tobacco, shirts, etc., were found on the premises, conclusive evidence that he was one of the most guilty parties. These young thieves have no idea of the value of goods they have stolen and de-stroyed. The thefts have been going on at least one year, and from all the information that can be obtained, these boys have doubt less stolen and destroyed between \$100,000 and \$200,000 worth of property The thieves always got on the cars at Utica They used to enter the cars by means of the ladders leading down to the side of the doors. The doors are not locked, but are sealed with some kind of a leaden substance. This the burglars would tear off with a nippers carried for the purpose. Once in the cars, the business was immediately convenient. mediately commenced. If the goods were not of the desirable kind, they would jump off and get on the next freight train. The goods were generally selected before a station was reached. Rome was the usual station selected. As the train slacked, the thieves would throw the goods, previously stuffed into bags, from the cars, and then jump off, and under cover of darkness, obtion them and put them in a safe place. One night the rascals did not make their selection until the tunnel was reached. Here they threw their bags out, and then came into the city and warmed themselves and returned for the goods. This night ready-made clothing was sought. Several hundred dollars' worth had been tumbled out near the tunnel. On one occasion they hid large quantities of goods in the woods near Oneida, and then made two trips to that place to secure them. Large quantities of goods had been thrown away. One of the par-ties says he threw away a large quantity of crape veils, not knowing their value. A few nights since they tumbled off a large quantity of silk and fancy handkerchiefs this side of Tome, to which we referred at the time. One of them took the silk upon his shoulders—there was as much as he could carry—and, after bearing the same a short distance, he was weighed down by his load. Becoming disgasted, he threw it into the ditch beside the track. The silk was worth probably \$5000. And thus these parties have probably stolen and thrown away at

BURLINGAME.

1 ast \$50,000 worth of goods. On being arraigned before the Recorder in Utica, they at first plead not guilty, but finally acknowledged their guilt

and were committed to await the action of the

grand jury. Ferry, the engineer, plead not guilty to being a receiver of stolen goods.

What is Thought of Him in Paris. The Envoy Extraordinary of the Chinese Govrnment has his rooms on the Champs d'Elysee Strange enough, he is not only received in his official capacity as a representative of China, but he is really looked upon as the best author rity on matters pertaining to America. He is so well informed, he is so manly and straightforward, what he has said has differed so much from the common talk, and it has turned out so true, that public men repose great confidence in his representations. He is an enthusiast in his mission, and does not disguise his feelings as an American. He sets forth his mission decidedly as one calculated to carry the American institu-tions and ideas into the Orient, and to make our hundred millions of Eastern men Americans in government and practice. It is admitted here that the treaties secured by Mr. Burlingame in America and in England have put a new element into the dipiomacy of the world, which change the whole treatment of the weak by powerful nations. Brute force gives way to treaties, and war can only be had with the central govern-ments. The reception Mr. Burlingame has met with in France is beyond all that he had a right to expect, and is satisfactory in the highest The greatest interest centres around the ncoming administration of General Grant, and Mr. Burlingame is beset by all classes of person anxious to know something about the incoming man; and each characteristic of the new President is greedily seized. On this matter, on the resources of America and our bonds, Mr. Burlingame has done our country infinite service .-Paris Correspondence.

SPAIN.

The New Spanish Constitution.

The main features are pretty well known out side, although the instrument has not yet been published. In the religious question the majority brings forward an article declaring complete iberty of State and Church. An amendment signed by that consistent and eminent liberal. Don Sebastiano Olozaga, and members of the Union Liberal, declares the Roman Catholic to be the religion of the State; admits religious toleration; only when people of other faiths worship there shall be exhibited no signs contrary to the Catholic faith. This is a wonderful advancement in religious freedom, and yet Olo zaga is regarded by a few as a leader of the re-

The veto power of the monarch or chief of State is to be limited. The legislative branch of the Government is to consist of a Senate and a Chamber of Deputies. The Senators are elected for twelve years by the provincial legislatures, each province being entitled to two Senators. The Senators are to be divided into four classes each going out every three years. The Deputies are to be elected for three years by popular vote. There are chapters on the right of association and reunion, and the liberty of the press, which are tolerably liberal, it is said. The article relating to Cuba is not to be discussed until the arrival of the Cuban Deputies, which is regarded as an indefinite postponement. The constitution contains one hundred and twenty-seven articles and is based, to a great extent, on the famous Cadiz constitution, the best one Spain ever enjoyed.

Indications of an Approaching

The International of London, under date of the 23d ult., mentions that correspondence from Berlin, from authentic sources, leaves no doubt respecting the military precautions now being taken by Pruseia. A mobifization of the Land-wehr is immtueut, and it is added that news received from Paris fully authorizes these steps In fact, the prevailing conviction in official cir-cles in Berlin is that France is preparing for an early war; large purchases of horses are reported, and it is even hinted that the general election will consequently not take place until July 1 1:00.

LATEST BY TELEGRAPH.

The Eight Hour Law-Secretary Borie's Recent Letter-The Rush to the White House.

Affairs in Baltimore and at Fortress Monroe.

FROM WASHINGTON.

Special Despatch to The Evening Telegraph.

WASHINGTON, April 12.

The Senate and the White House.

When the Senate met this morning the attend-

ance of both Senators and spectators was very slim. The interest seems to concentrate now about the White House and the departments, which are overrun with persons in quest of office, and with parties who have been confirmed by the Senate and who are now getting their in-

The Eight-Hour Law.

A delegation of the Trades' Union is here, and called upon the President to-day, to urge upon him the importance of setting aside the order of the Secretary of the Navy relative to the eighthour law. They ask that the President suspend it, in accordance with the recommendations of the House Committee on Naval Affairs.

FROM BALTIMORE.

Sympathy with the Cuban Insurrection—A Mur-der Committed by a Young Woman. Special Despatch to The Evening Telegraph.

BALTIMORE, April 12 .- A meeting of American and Cuban ladies was held here on Saturday evening to express sympathy for those struggling for Cuban Independence. Leading members of similar juntas in Philadelphia, New York, and elsewhere were present. Hon. Charles E. Phelps and others addressed the meeting. The steamer Cuba sails to-day on her regular trip. Robert A. Donglas, colored, tried for arson, was

At Jarrettsville, Harford county, on the 10th last., a young woman named Cairnes suddenly appeared on the porch of the hotel, amongst twenty persons, and shot a man named Nicholas McComas, firing three shots from a revolver. He died soon after. The cause is alleged seduc-

Cuban refugees are rapidly increasing here, and they may be seen in all directions. They are mostly of the wealthy classes, and sympathizers with the rebellion.

Storm at Fortress Monroe. FORTRESS MONBOE, April 11. - A violent northeast storm, accompanied by snow and sleet, prevails here to-day. A large number of vessels, among them two ocean steamers, are in the Roads for harbor.

THE EUROPEAN MARKETS.

By Atlantic Cable. This Morning's Quotations.

LONDON, April 12—A. M.—Consols, 93% for money and 93% for account; U. S. Five-twenties quiet at 83%. Stocks steady; Erie, 24%; Illinois Central, 96%; Atlantic and Great Western, 294; Allantic and Great Western, 294; Liverpool, April 12—A. M.—Cotton firmer but not higher; middling uplands, 125d.; middling Orleans, 183d. The sales of the day are estimated at 10,000 bales. Breadstuffs quiet; Wheat at 9s, 4d, for california white, and 8s, 8d,68s, 10d, for No, 2 red Western. Corn, 29s, 3d, for new mixed Western. London, April 12—A. M.—Tallow, 46s, 3d.

This Afternoon's Quotations. LONDON, April 12—P. M.—U. S. Five-twenties quiet and steady at 85%. Stocks secally. Liverpool, April 12—P. M.—Cotton firmer but not igher; the sales are now estimated at 12,000 bales. HAVEE, April 12.-Cotton opens firm.

LEGAL INTELLIGENCE.

Court of Quarter Sessions Judge Brawster. The trial of prison cases was resumed this

Willam Clark was tried upon the charge of the larceny of a sheep belonging to Lewis Cole. It was stolen from Mr. Cole's stall in the market, and was afterwards found in the prisoner's possession and identified. He admitted the larceny, but pleaded inexication, and premised to go to sea if allowed. Ver-

Samuel Brown (colored) was convicted of the charge of the larceny of a bale of codfish, which was charge of the larceny of a base of coolsa, which was found in his possession and identified by the owner. George W. Hall was tried upon the charge of pocket picking. Samuel Rhue testified that he took a Richmond car at Broad and Prime streets to go up Ninth street, and took a seat near the front of the Ninth street, and took a seat near the front of the car. Wishing to get out below Race street, he went car. Wishing to get out below tage street, he went to the rear platform, and stood by the conductor. The platform was crowded by men, who rendered it impossible for him to get off. The conductor refused to stop the car, and he did not get off until at Callowhill street. Just before leaving he felt his pecketbook in his pocket. As he started off the prisoner was pressed against his side, and alighted upon the street his pocket-book when he aligned upon the street his pocket-book, containing \$51, was gone. He immediately followed the car and arrested the prisoner, who protested his innocence and offered to submit to a search of his person, which, however, was not made.

The officer who took the prisoner from Mr. Rhue

testified that he searched him, and found only a twenty-live cent note upon him. On brial. District Court, No. 1 - Judge Hare. George Barley, by his next friend, vs. The Heston-ville, Mantua, and Fairmount Passenger Rallway Company. An action to recover damages sustained by the plaintiff in being run over by one of defend-ant's care, and having his right thigh crushed. The defense deny want of due care on their part, con-tending that the occurrence was an unavoidable accident. On trial

accident. On trial. District Court, No. 2-Judge Stroud. Young & Smith vs. Na han L. Thompson. An etion on a promissory note. No defense. Verdict for plaintins, \$2649 92. for plaintins, \$204972.

Adam H. Murphy vs. William H. Saybolt and Reuben Baringer. A feigned issue to try the ownership of the stock and fixtures of a flour store. On trial.

FINANCE AND COMMERCE

OFFICE OF THE EVENING TELEGRAPH, Monday, April 12, 1869. The week opens with a somewhat easier feeling in the money market, but there is not sufficient relief to inspire confidence in the minds of business men, and stimulate renewed activity in the marts of trade. On the street, however, there has been no abatement in the excessive rates of interest, borrowers having paid as high as 7@8 per cent, for call loans on Government and stock collaterals. In discounts there is no perceptible relief, and mer-cantile paper is difficult of sale even at 10@12 per cent. for first-class names. In to-morrow's bank statement we anticipate some improve-ment, as the course of exchanges with the interior has now taken a definite turn in favor of

The tone of the Stock market was decidedly stronger, and there was more activity. State loans were steady, with sales of the first series at 102%@102%, and the third do at 106%. City 6s were unchanged, selling at 101% for the new certificates. Government bonds were active, and

advanced 16@1/2 per cent.

Reading Railroad was quiet and weak at 46%; Pennsylvania Railroad was dull at 59%; Lehigh a"ey aliroad sold at 55%; Minehill Railroad

SECOND EDITION | at 54%; and Camden and Amboy Railroad at 124%; Philadelphia and Eric Railroad was active, and sold freely at 28%.

In Canal stocks the only change to notice is in

In Canal stocks the only change to notice is in Lehigh Navigation, which was in good request, and sold as high as 32%; 17 was offered for Schuylkill Navigation preferred.

Canal stocks attracted but little attention.

4% was bid for New York and Middle; 5% for Shamokin; 5% for Fulton; 5% for Big Mountain; and ¼ for Feeder Dam.

Bank and Passenger Railway shares were without improvement. 41 was bid for Second and Third, 70 for Tenth and Eleventh; 17 for Thirteenth and Fifteenth; 26 for Spruce and Pine; 45½ for Chesnut and Walnut; 12% for Hestonville; 38 for Green and Coates; and 29 for Germantown.

mantown. PHILADELPHIA STOCK EXCHANGE SALES. Reported by De Haven & Bro. No. 40 S Third Street

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10 00 A. M. 133 ½ 11 40 A. M. 133 ½ 10 35 " 133 ½ 12 03 P. M. 133 ½ 11 35 " 133 ½ 12 03 P. M. 133 ½ 11 35 " 133 ½ 12 07 " 183 Messrs. William Painter & Co., No. 36 S. Third street, report the following quotations:—U. S. 68 of 1881, 116 ½ @ 116 ½ ; 6 - 208 of 1862, 120 ½ @ 120 ½ ; do. 1864, 114 ½ @ 116 ; do. 1865, 117 ½ @ 1. 20 ½ ; do. July, 1865, 113 ½ @ 118 ½ ; do. July, 1867, 118 ½ @ 118 ½ ; do. July, 1868, 118 ½ @ 1

Messrs, DE HAVEN & BROTHER, No. 40 S. Third Messrs. De Haven & Brother, No. 40 S. Third street, Philadelphia, report the following quotations:

—U. S. 68 of 1881, 116½ (2116½; do. 1862, 120½ (2025); do. 1864, 114½ (2116½; do. 1865, 117½ (2117½; do. 1865, 1864, 114½ (2117½; do. 1865, 1868, 118½ (2113½; do. 1867, new, 118½ (2113½; do. 1868, 118½ (2114; do. 58, 10-408, 105½ (2105½; U. S. 30 Year 6 per cent. Cy. 168½ (2104½; Due Comp. Int. Notes, 19½, Gold, 185½ (2185½; Silver, 1976) 129.

Messrs. Jay Cooke & Co. quote Government secnities, etc., as follows:—U.S. 68, 31, 116½ (2116½; do. Nov., 1862, 120½ (211½; do., 1864, 115 (2116½; do., Nov., 1865, 117½ (2117½; do., July, 1865, 113½ (2114½; do., 1867, 113½ (2114½; do., 1868, 118½ (2114½; do., 1868, 118½ (2114½; do., 1868, 118½ (2114½; do., 1868, 118½ (2105½ (2105½); Gold, 123½. Pacifics, 103½ (2104).

Philadelphia Trade Report. MONDAY, April 12.- The Flour market present no new feature, the demand being confined to the immediate wants of the home consumers, who purchased 500 barrels, including superfine at \$5.25.35.50; extras at \$6.25,36 to; Iowa, Wisconsin, and Minnesota extra family at \$6.50637-25; Pennsylvania and Ohio do. do. at \$7@9-25; and fancy brands at \$9-75@12,

according to quality. Rye Plour commands \$766750

There is not much activity in the Wheat market There is not much activity in the Wheat market, but prices are well sustained. Sales of red at \$1.60 @1.68, 600 bushels amber at \$1.70.20150; 3000 bushels amber at \$1.70.20150; 3000 bushels spring at \$1.45; and 1200 bushels California on secret terms. Rye is steady at \$1.45 \(\pi \) bushel for Western. Corn is quiet, and prices favor onyers. Sales of 1000 bushels yellow at 88c.; and 1000 bushels Western white on secret terms. Oats attract but little attention. Sales of Western at 78.200c.; and Pennsylvania at 65.200c. Norming doing in Barley or Malt.

Bark—20 hogsheads No. 1 Quercitron soid at \$52 \(\pi \) ton.

 ## ton.
 Seeds—Cloverseed is steady, with sales at \$8.53
 \$9.50 % 64 lbs. Timothy ranges from \$3.35 to \$.62 €.
 Flaxseed is taken by the crushers at \$2.65
 \$2.37
 \$2.37

 **Timothy ranges from \$3.35

 Whisky ranges from 95c. to \$1 % galion, tax paid.

Philadelphia Cattle Market.

MONDAY, April 12 .- There was only a limited inquiry for beef cattle to-day, but holders manifested little or no disposition to realize. The offerings of prime lots were large, while inferior descriptions were in comparatively light supply. We quote choice at 10@10%c.; prime at 8%@0%c.; fair to good at 7% 684c.; and common at 667c. Receipts, 1615 head. The following comprised the offerings:-

73. Owen Smith, Western, 9@104c. 13. Owen Smith, Western, Westers, 19810-8.
50. A. Christy & Bro., Lancaster county, 8694.
57. Dengier & McCleese, Lancaster county, 86910.
100. P. McFillen, Lancaster county, 8366010.
50. P. Hatheway, Lancaster county, 8366034. 90. P. Hatheway, Lancaster county, 8\(\sigma_0^9\) James S. Kirk, Chester county, 8\(\sigma_0^9\) 3. B. F. McFillen, Chester county, 8\(\sigma_0^9\) 13. B. F. McFillen, Chester county, 86.9.

75. James McFillen, Western, 86.910 g.

75. E. S. McFillen, Western, 86.10 g.

125. Martin, Fuller & Co., Lancaster county, 86.10.

125. Mooney & Smith, Lancaster county, 86.10.

126. Homas Mooney & Bro., Pennsylvania, 86.9.

127. J. Chesson, Lancaster county, 76.85 g.

128. Frank & Schomberg, Lancaster county, 85.669 g.

129. Hope & Co., Lancaster county, 96.10.

120. M. Dryfoos & Co., Pennsylvania, 96.95 g.

137. J. Clewson, Lancaster county, 85.669 g.

M. Dryfoos & Co., Pennsylvania, 38374.
J. Clewson, Lancaster county, 846810.
D. Branson, Chester county, 84994.
Chandler & Alexander, Chester county, 84914.
Kimble & Wallace, Chester county, 84914. 12. L. Horne, Delaware, 6699.

12. L. Horne, Delaware, 6699.

40. J. Seldomridge, Lancaster county, 814 (2094).

Cows and Calves were hardly so plenty, and with a fair inquiry an advance was realized. Sales at \$4000.

80. Springers were steady at \$35660. Receipts 10

There was a lively demand for Sheep, and the recent advance was well maintained. Sales of 9000 at the Avenue and Park Drove-yards at 7@9 % % h. Hogs were more sought after, and a better feeling prevailed generally. Sales at the Avenue and Union yards at \$14@15 for slop, and \$15@15.75 for corn-fed.

Latest Shipping Intelligence.

For additional Marine News see Inside Pages. [BY TELEGRAPH.]

New York, April 12.-Arrived, steamship Australagian PORT OF PHILADELPHIA.....APRIL 12.

STATE OF THERMOMETER AT THE EVENING TELEGRAPH

CLEARED THIS MORNING.
Brig Loch Lomond, Griffin, Zaza, E. A. Souder & Co.
Br. brig Cairo, Carroll, Antwerp, C. C. Van Horn.
Br. brig Albatross, Smith, St. John, N. B., via Portland,
Me. J. E. Bazley & Co.
Sobr Foam, Honan, Norwich, Scott, Walter & Co.
Schr Tempest, Hand, Norwich.
Schr Morning Light, Ireland, New Haven, Sinnickson & Co.
Schr Reading RR. No. 8, Smith, Brocklyn, do.

ARRIVED THIS MORNING.

Br. barque Ella Moore, Marsters, 46 days from Oardiff, with railroad iron to Naylor & Co. - vessel to Workman&Co. Schr Lehman Blew, Blew, 7 days from Wood's Hole, with guano to J. S. Beese & Co. .

Schr Ida L., Burgess, 6 days from Boston, with make to Knight & Sons.

Steamship Fanita, Freeman, bence, at New York yester day.

Brig Marianna II, Ferreira, was loading at Lisbon 27th ult., to sail soon for Philadolphia.

Brig Leander, Coran, at Fortress Monroe from Pernambuse, has been crdored to Philadolphia.

Brig Ellen P. Siewart, Holland, hence for Cicafogos, was speken oil Hole in the wall, out 4 days.

Brig John Welsh, Jr., Munday, hence for Sogna, was speken oil Sand Key no date—by the Marion, bolow New Orleans.

ig Petrel, Cock, hence, at Wilmington, N. C., 8th inst. ig Huze, Rogers, from Noank for Philadelphia, at Now anden 8th inst.
Schr J. W. Feerman, Hulse, from Lynn for Philadelphia 50.
Kow York 10th inst.

Schr Curtie, Thion, Schr Mary Haley, sailed from Richmond 3th inst. of Schr Mary Haley, Haley, sailed from Richmond 3th inst. of James River, to had for Philadelphia.

Schr K. W. Perry, Somers, for Philadelphia, sailed from Schr F. W. Perry, Somers, for Philadelphia, sailed from Schr Rew Bedford 5th tust.

Schr Glenwood, Dickinson, honce, at New Bedford 5th Sohre Mary D. Haskell, Barber; Charlotte Pinh, Street of and Ruth H. Baker, Loring, for Philadelphia, at Mataures of instances, and the control of the contr

Schr H. N. Skinner, Thrasher, for Philadelphia, sailed, from Dighton 8th inst.
Schr Ann Carlett, Wescott, hence, at Belfast 6th inst.
Schr Calvin, Clark, from 8t. dohn, N. B., for Philadelphia, order from Newport 8th inst.